



FAA Phone Interview

CHAPPELL, DARRELL FERGUSON

Phone: [REDACTED]

Name: CHAPPELL, DARRELL FERGUSON

Gender: Male

Airman DOB: [REDACTED]

Airman SSN: [REDACTED]

POB City: WESTERLY

POB State: RI

POB Country:

Medical ID: [REDACTED]

Class Code: First (ATP)

Medical Date: 10-SEP-2015

Address: [REDACTED] NORTH STONINGTON, CT 06359-1635

District: EA63

Certificate Number: [REDACTED]

Certificate FLIGHT INSTRUCTOR

Description(s):

AIRPLANE SINGLE AND MULTIENGINE
INSTRUMENT AIRPLANE

Limitations: VALID ONLY WHEN ACCOMPANIED BY PILOT CERTIFICATE NO.
[REDACTED]. EXPIRES: 31 May 2011.

Interview Notes:

- Made contact with Mr. Chappell November 6, 2017 via a text message. Pilot returned call at 2:00pm.
- Spoke again with Mr. Chappell November 8, 2017
- **Questions & Answers:**
- Did you Instruct Mr. Nathan Ulrich in April of 2008? **Yes**
- **Company:** Action Multi Ratings – Groton, CT
- **Company Phone:** [REDACTED]
- What kind of flight training? Multi-Engine
- What type of maneuvers? Standard maneuvers for practical
- How many flights? **Two flights March 29th 1.5 hr each**
- How did you divide your flight up? **Less than 2 hr flights.** Owner of the company wanted flights between 1.6 & 1.7hr each
- Did you use a course syllabus? Yes
- What kind of pilot was Mr. Ulrich? Don't really remember
- Ms. Beth Ellis probably did a brush up flight for practical test
- Did he have any areas of weakness? Don't remember him
- Normally did instrument approach returning to the airport.
- Examiner would have you put a hood or Foggles for an ILS or Circle 23
- Training was a system with a set schedule
- Most students had experience coming into school



- Would go through maneuvers for the checkride
- They knew what the examiner wanted.
- Examiner was Byron Degraff – he has passed away
- They would begin with a preflight
- First flight would be engine failure simulated on runway followed by a failure below 500 ft
- Go up over Long Island Sound and do maneuvers
- This was 9 years ago...
- Can't picture him
- Can't remember him specifically. There were so many...
- Do just one flight take a break and then do one more flight and hammer everything home
- Nothing sticks out if he were a bad pilot
- No sense of how a guy was as a pilot because we were ramming information into the student and you just didn't get to know the pilots
- Students paying \$2,000
- Don't know how he really is because of the way the program works
- Owner/Boss said each flight should be under 2 hr. Usually 1.6 to 1.7 hr. Boss said never fly over 2 hr with a student
- Mr. Chappell said he did not fly with Nathan Ulrich 6.5 hr each day. He believes that Nathan Ulrich falsified the logbook by changing a 1 into a 6.
- Mr. Chappell is sending me a copy of his logbook pages.

Mr. Chappell was a very open and nice person to talk with and I did not get any impression that he was anything but completely honest with me about the flight training he provided. He was helpful and forthright.

Based on this interview with Mr. Chappell, Mr. Ulrich would have had flown with Mr. Chappell a total of 3 hr. He then flew with CFI Beth Ellis for 1.4 hr which included 0.6 hr of simulated instrument.

David Gerlach

Senior Air Safety Investigator

Office of Accident Investigation & Prevention

Federal Aviation Administration

O [REDACTED]

C [REDACTED]

E [REDACTED]

